



June 12, 2014

ORM and the New Ultra Heavy-lift Amphibious Connector (UHAC)

The Navy and Marine Corps team is improving force projection ashore with the UHAC, a displacement craft with buoyancy and propulsion provided by a state-of-the-art captive air-cell technology. It has a capacity similar to an LCU at twice the speed.

Recently my team had the opportunity to review and give inputs to the ORM process for the first attempt to recover a UHAC into the well deck of one of our L Class ships, an LSD. This ORM review validated the ORM process and gives credence to operationalizing safety for all future new developments of naval assets.

This team effort involved many key players: the Marine Corps Warfighting Lab; SURFPAC; Commander, Naval Surface Warfare Center, Panama City Division; and Naval Safety Center subject matter experts. This proactive collaboration is commendable. It provides a strong basis for developing safe procedures for operating the UHAC in a ship-to-shore movement during RIMPAC.



TRiPS Gets Update, New Procedures

As summer approaches, many of our Sailors and Marines will be traveling for pleasure, to execute PCS orders or to visit family and friends. The Travel Risk Planning System (TRiPS) remains the tool of choice for helping ensure their safety on the road. Recently, TRiPS received some significant upgrades, including: multi-leg, round-trip and one-way travel planners; road construction advisories, weather and hazard notifications; and a recreational vehicle and trailer towing planner.

This well-recognized, on-line assessment tool highlights potential risks associated with an individual's travel plans and offers mitigation strategies to reduce those risks. Using TRiPS prior to hitting the road is one of the most effective ways to manage the risks of highway travel.

Previously, most personnel accessed TRiPS through Navy Knowledge Online (NKO). Now, all Sailors and Marines (even those who had previous TRiPS accounts) must establish new TRiPS accounts by visiting <https://cac.trips.safety.army.mil>. Once registration is complete, the system will automatically take the user to the appropriate Service log-in page on all future log-ins. Users are required to have a military email address.

Navy users who have difficulty should send an email to: navsafecen.trips@navy.mil; Marines experiencing difficulty should use: HQMC_TRIPS@usmc.mil.

Since the program's inception, more than 500,000 Sailors and Marines have traveled on approved TRiPS assessments with zero associated fatalities.



Latest Tool in Traffic-Safety Effort Paying Off

One of the newest tools in our effort to improve the Navy traffic safety program across the enterprise is a traffic-safety Quality Assurance Assessment (QAA) program. The goal is to ensure traffic-safety policies and programs are effective and address current fleet needs.

A team of Naval Safety Center and CNIC staff plans to visit each Navy region on a biennial basis, thoroughly reviewing regional and installation traffic and motorcycle safety programs. The team will examine overall program and policy compliance; inspect training ranges and motorcycles; investigate opportunities for joint and advanced training; evaluate traffic and motorcycle course availability. Teams will also host traffic-safety stakeholder town hall meetings and conduct face-to-face training. Teams will also distribute updated materials and tools to command Traffic Safety Coordinators (TSCs) and Motorcycle Safety Representatives (MSRs).

Commander, Navy Region Southwest hosted the first QAA in May 2014. Best practices, lessons learned and program refinements identified during this visit will be shared across the Fleet. The program's goal is to help us make our traffic-safety program more cost-efficient and effective. Our next QAA will be hosted by Commander, Navy Region Southeast in late July.



Admirals' Comments: 3750 Turns a Corner

Policy is just a starting point, and when a major piece of safety policy gets a major revision, it is a big deal. Thus, we're proud to announce OPNAVINST 3750.6S, Naval Aviation Safety Management System (SMS).

This new instruction is the result of a collaborative effort by the Navy and Marine Corps controlling custodians and installation commands, Headquarters USMC (Safety Division), BUMED, the Naval School of Aviation Safety, and the Naval Safety Center.

You'll find important changes. The rewrite ensures compliance with DoDI 6055.07, Mishap Investigation, Investigation, Reporting and Record Keeping, of 6 June 2011. Message-traffic format and the data-collection appendices were removed, since they were replaced with data collection in the on-line environment. The revision also clarifies mishap exception rules.

Most important is the establishment of the naval aviation safety program as an SMS, comprised of four components: safety policy, safety risk management (SRM), safety assurance, and safety promotion.

When we introduced Operational Risk Management, we had to clarify that this wasn't some brand-new, unheard system of actions and behaviors – we were already doing many of these things under slightly different names, but without tying them together as a system. It is the same with the SMS: many of these elements are largely in use in naval aviation today, in one form or another. This instruction captures them all and provides specific guidance for the four pillars, particularly with the promotion pillar, which had been largely neglected in the Romeo version.

Plus, the new version of 3750 is considerably shorter than its predecessor – good news for everyone who has to read and digest it. What's not to love?

A handwritten signature in black ink, appearing to read 'Kenneth J. Norton'.

RDML Kenneth "K.J." Norton
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